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# RAIL TRAVEL NEWS

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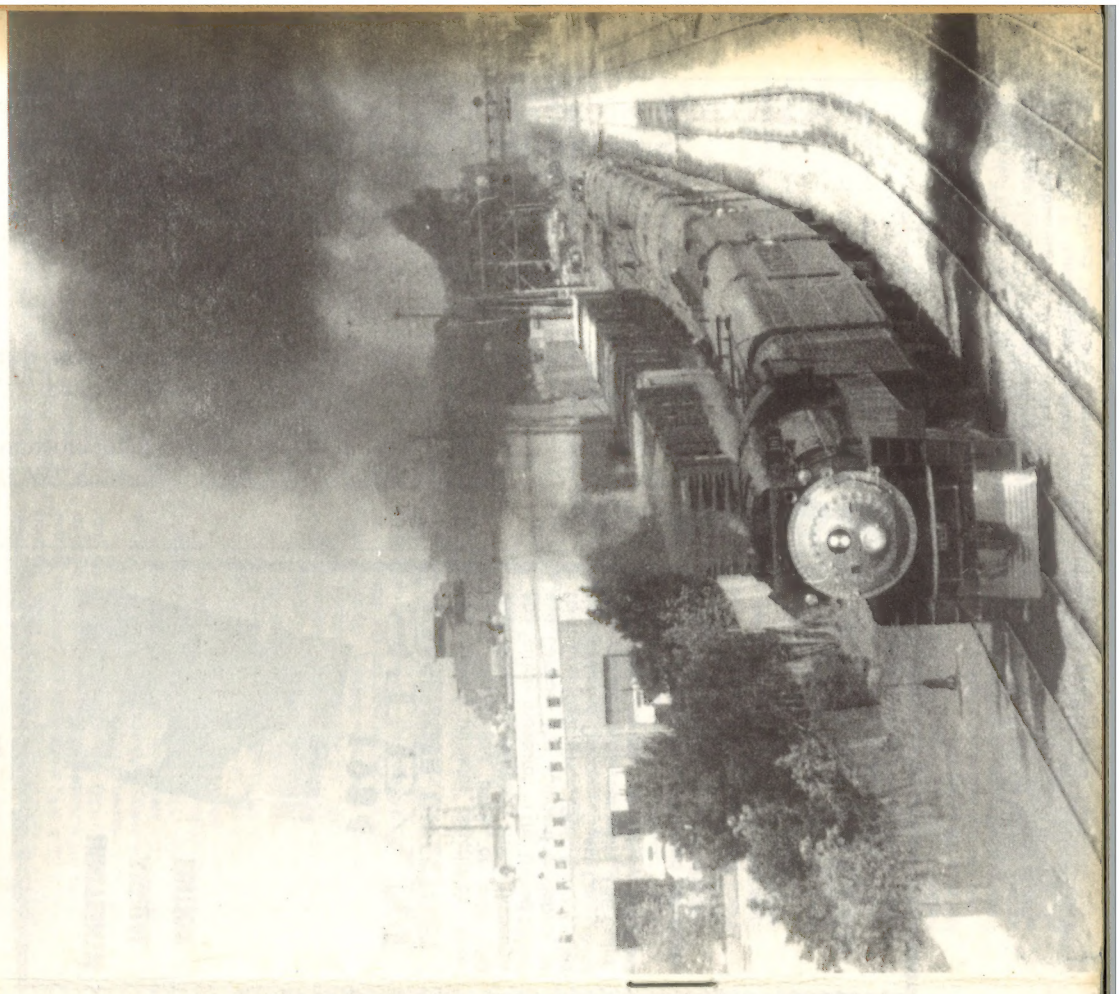

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# ON THE COVER

The famed 4449 steam locomotive, pulling an excursion train on its trip from its home base in Portland OR to the World's Fair in New Orleans, steams thru Emeryville CA on May 8, 1984, during its move from Sacramento to San Francisco, to go on a 2-day display in the latter city before moving on. RTN photo.

# LETTERS

How about a bouquet for Amtrak? I was on the Apr 24 CALIFORNIA ZEPHYR out of Oakland. After the great scenery of the Sierra and Rocky Mountain trout stuffed with crab for dinner, I turned in for the night in my economy bedroom. About 1:00am I awoke with that feeling that we'd been standing for some time. We were still in Elko NV, and a little investigation turned up the information that the track ahead outside of Salt Lake City was washed out in several places due to snows melting in the mountains.

Not to worry. Amtrak was on the job. Buses were on the way from Salt Lake City over 200 miles away. The westbound ZEPHYR had been held overnight in Salt Lake City and turned to head east. About 5am we were invited to a free breakfast in the diner, since no food would be available on the buses. At 6:30am three buses rolled up after driving a good part of the night. Passengers, crew members and all luggage were loaded into the buses after the westbound passengers got off. All this in near-freezing Nevada temperatures with snow flurries. Away we went at 7:15 after a short pit stop for the driver. Fast, steady driving thru considerable snow and blowing brought us into Salt Lake City at 11:15. That eastbound ZEPHYR looked mighty good as we boarded and took our same assigned space. After lunch I turned in for a nap as we sped across the Utah desert, over 5 hours late.

Our train was not stocked for dinner, since its usual schedule called for an afternoon arrival in Oakland. But around 6pm we stopped for the scheduled 5mins at Grand Junction CO. A truck was waiting with 240 boxes of Kentucky Fried Chicken. We all filed thru the diner and were given a dinner box and choice of beverage. It wasn't exactly a gourmet meal, but it certainly tasted good! Breakfast and lunch the next day were according to the train menu, but what about dinner? When the time came, we were called to the diner car by car and served rolls, spaghetti with meat balls and beverage, courtesy of Amtrak.

At Galesburg IL two Amtrak representatives got on board and talked with everyone who missed connections in Chicago. Passengers were booked into the Holiday Inn near the Union Station and arrangements made for space on trains the following day. All the way, the Amtrak Chief of On-Board Services was available and helpful. Arrival in Chicago came at 8:15pm, just a little less than 4½ hours late.

So the trip had some plusses and minusses. I missed most of the great Colorado Rockies scenery but did see the towering red rock walls of what must have been Ruby Canyon before it got dark. And there was a postcard view of Glenwood Springs at night glistening under a light dusting of snow, with steam rising from the hot springs. After all, I've been riding Amtrak once or twice a year since 1974 without incident, so perhaps it was time for a few "adventures."

Jack W. Paulsen
Sunnyvale, California

I have noticed all this year the Valparaiso trains have been showing a consistent ridership decrease of about 9% a month. I speculate this is because the new equipment is now fully in place [on the South Shore] and since the CSSB operates a full day's schedule, people are electing to use it rather than the two-a-day Valpos. Perhaps some Chicago-area reader can shed further light on this..

The twice-daily nature of the Valpos brings up another point which may be of interest to transit advocates in other cities. I have found in New Jersey the van pools have become serious competition for NJ Transit. While they primarily divert bus riders, there have been some rail rider diversions. At first the non-transit "planners" hailed the pools as the wave of the future. As a member of the Union County Transportation Advisory Board, I have consistently fought any tax or licensing breaks for the pools as they are not helping but hindering transit development. Vans are not transit, as they do not offer a full pattern of service, do not serve the occasional rider, and do not even serve their own pool members when one must stay late or leave early. I feel much of the hidden support for vans comes from the highway lobby. How better to promote more highway construction!

William R. Wright
Cranford, New Jersey

What galls me is that the people who don't ride the trains are in policy-makign levels, and decide we don't need this or that train, and cut appropriations.

The SILVER PALM—Miami to Tampa certainly is needed and a train connecting Jacksonville, Tallahasses, Pensacola to New Orleans is sorely needed, which would also enable travel to Texas and Arizona points, yet the State of Florida can't afford to help fund it. It would also help tourism. Again, who are the decision makers—those in swivel chairs!

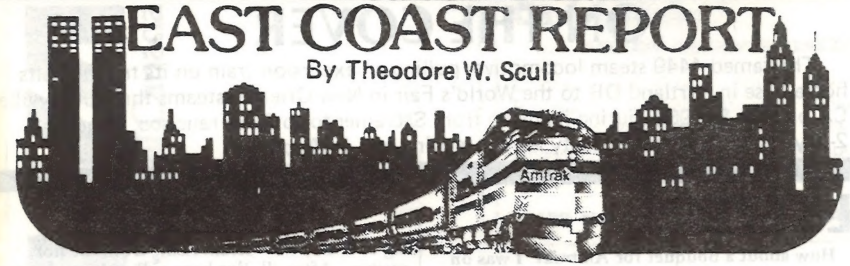
Ben Schaffer
Lauderdale Lakes, Florida

Your article, "The GULF COAST'S First Runs," (RTN 291) made brief mention of what should be the main purpose of the GULF COAST LIMITED—an extension so that it operates all the way from New Orleans to Jacksonville FL.

(continued on page 20) 

# EAST COAST REPORT

By Theodore W. Scull




The recent extension of the Washington Metro's Yellow Line directly serving the Amtrak station at Alexandria VA allows Washington-area-bound travelers the option of using the CRESCENT, PALMETTO, SILVER METEOR and SILVER STAR without sacrificing the convenience of direct rail transit connections. The cost for passengers from New York is $4 more than the $56 New York-Washington excursion fare.

On Apr 26, in connection with the annual board meeting of NARP, I booked a seat on the SILVER METEOR, scheduled to leave Penn Station at 3:35pm. Delays at Sunnyside caused the 17-car train to depart about 15 minutes late.

For dinner reservations, a waiter passed thru the train handing out cards for the choice of four sittings. A Heritage diner, matched with an Amdinette, provided ample seating for the mdoerate passenger load.

The freshly-cooked Fisherman's Catch, today red snapper, came with a baked potato and vegetable, and at $6.75 made a nice change from the Grilled New York Strip Steak at $10.25. Waiter Bolton's polite and efficient service and a beautiful sunset over the Heads of the Chesapeake Bay below Wilmington made the meal a special occasion.

An eighteenth car, added in Washington for a student group, further delayed the train, which arrived at the newly-restored Alexandria station about 25 minutes late at 8:30pm. After seeing a recent transcontinental train article of mine tacked up on the waiting room notice board, I had a short conversation with the ticket agent and RTN reader Steve Farrar. He gave me the information about making the Amtrak-to-Metro connection.

The King Street Metro Station runs parallel to the Amtrak station, and to reach it, passengers use a well-lighted underpass, roughly a 5-minute walk from platform to platform.

For a flat non-rush hour fare of 75 cents, I rode the Metro to National Airport to meet RTN reader David Shields and make the drive to his apartment in Rosslyn, across the Potomac from Washington and Georgetown. It is worth noting that the National Airport station is awkwardly sited, just out of reach of the main airline terminal building for someone burdened with heavy luggage. A free shuttle bus makes the short connection.

Other people's transit systems take a bit of getting used to, and while I have had a half-dozen opportunities to ride the Washington Metro over the years, it was not until this weekend that I became completely comfortable with the operation.

NARP affairs, social engagements and a Sunday tour to places within the District and to nearby Maryland and Virginia gave me a chance to ride every line. The occasionally recalcitrant fare machines are marvels of creativity when the function properly. For instance, I had a fare card reading 40 cents, with three more 75-cent flat-fare rides still to complete. By sliding the card into the "Trade In Used Fare Card" slot, adding two one-dollar bills and pushing a button to subtract 15 cents, I received a new card with a value of $2.25 and change. The remaining trips could then be made without further deliberations. However, without a guiding hand, I could have never figured this out for myself.

★★★

As promised in RTN 290, I checked out the new Trailways Bus Station, which in the initial ads made a point of touting its convenient location near the Metro and



Union Station. In my judgment the 10-minute walk below the railroad embankment, thru what might be described as a former manufacturing and warehouse area, could not be recommended to an unaccompanied female or even a male unfamiliar with urban blight, and is to be avoided completely after dark.

Outside the modern bus depot, the first sign that the departing passenger confronts reads rather ominously "Street Ends. No Outlet." For pedestrians, the street does not end, but not until one if opposite the post office is there a tiny green and white sign that points to a hole in the stone wall across the street that gives access to the Metro, when it is running, and Union Station.

So much for this "convenient" new Trailways depot. Greyhound, in a recent ad in the Washington Post, took advantage of this with "You've got us right where you want us. Downtown." I say, "Go Greyhound."

★★★

Metrorail has recently taken out ads offering a free Metrorail Guide by phoning 202-637-1261, or you might try writing for the useful brochure to Washington Metropolitan Area Transit Authority, 600 Fifth Street, N.W., Washington DC 20001. Remember that most metro fares are due to be increased June 30, with a new compromise and complex formula depending on distance, during the non-rush as well as the rush hours.

A recent article in the New York Times reported that many government agencies continue to run free shuttle buses for their employees even on routes that duplicate Metro lines. Reasons given are time (true in some cases), convenience (door-to-door service is preferable to walking) and keeping the employees dry in rainy weather (the government has not yet heard of umbrellas?).

★★★

For the Sunday return to New York, there was no Amtrak train from Alexandria after the end of the 1-7pm blackout period, and no metros operating after 6pm, so I was driven to Union Station for the 7:30pm departure of the TIDEWATER. The boarding was a messy procedure, with passengers being removed from the last two cars, closing them until Baltimore. The conductor reversed several smoking and non-smoking signs after all the passengers had been seated. Roughly 400 passengers boarded the 9-car train in Washington, with nearly every seat taken upon leaving Baltimore. I skipped dinner when I found that the line for the single Amcafe, manned by one attendant, stretched into the next coach. The arrival in New York was 5 minutes early.

The following Saturday, May 5, with a 10am meeting scheduled at the University of Baltimore, I boarded the CARDINAL, the first train out of Penn Station, at 6:30am, counting 130 passengers into Trenton and 150 south of 30th Street. The train arrived on time at 9:15am at the perfectly beautiful Baltimore station. During the return trip beginning at 4:07pm on the MERCHANTS LIMITED, I was too tired to count the passengers, but the 7-car train appeared to be roughly half-full with an on-time arrival in New York at 6:50pm. This is the way frequent corridor passengers expect their railroad to operate.

★★★

Amtrak has issued a most attractive 12-panel Empire Service Corridor brochure dated April '84 with lots of good color pictures, some copy and 1974 and 1983 comparisons between driving time and taking the train. In the most recent study of last year, the train comes out on top. I feel that it is an omission for Amtrak not to have gone one step further by adding a brief route guide in the manner of the excellent EMPIRE BUILDER Route Guide of Jan 1984.

★★★

In downtown Albany, historic Union Station, derelict since 1968, is close to receiving a buyer. Norstar Bancorp plans to buy the station from the State of New York for $500,000 and spend $8 million refurbishing the 80,000 square foot building to house 300 of its employees. The scheme is far simpler, and therefore more likely to succeed, than some of the initial plans that involved up to $100 million in redevelopment costs. The City of Albany hopes that the renovated station will be an impetus for a general upgrading of the area.

★★★

On the New York (La Guardia) to Boston (Logan) route, New York Air, with hourly departures on the half-hour, and Eastern Airlines, with hourly departures on the hour, have gone to battle with new one-way fares of $45 peak and $25 off-peak, double for round trip. Off-peak for New York Air means Monday to Friday after 8pm, all day Saturday and Sunday until 3:59pm, while for Eastern it is all day Saturday and Sunday until noon. By comparison, Amtrak's one-way New York-Boston fare is $35.50 all week with the roundtrip excursion $45, except Fridays and Sundays from 1-7pm. New York Air has 15 flights a day, while Amtrak sends none weekday trains up its Shore Line. There are also a number of on-board service variations which may affect people's choice of carrier.

In an Amtrak ad on May 1 there was no mention at all of fares—a major oversight, I think, when price, especially on a roundtrip basis, is to the train's advantage, and the fare is the main thrust of the airline notices.

On the New York to Washington route, New York Times reporter Jane Perlez filed a May 1 story entitled "Tales of the Travail of the Washington Air Shuttle," describing several people's experiences on the two air carriers mentioned above as well as on People Express. While the article was mainly a lifestyle piece about the frequent air traveler, Amtrak, included in three positive paragraphs, got high marks for its "comfort" factor.

In the Sunday, May 13 New York Times, reporter Dorothy Gaiter had a generally positive reaction to her 8000-mile Amtrak tour of the country, favoring the Superliner trains over the Heritage Fleet, finding some employees excellent and others inept, and the food good, tho the menus monotonous. She did feel that travleing by train was an excellent way to see the scenery. Rather obnoxiously, I felt, she made frequent references to the case of champagne she brought along to help smooth out the difficulties and disappointments she experienced during her two-week trip.

★★★

The Apr 29 timetable changes brought these alterations and refinements to the schedules in the NE Corridor: Generally, nearly all conventional trains have had time added to their schedules, from a few minutes up to 26 minutes for the MONTREALER (NY-Washington), because of summer time track work. However, all Metroliner Service trains retain their previous running times. The latter's performance will be worth watching as consistent lateness is apt to cause a drop in ridership.

Southbound, a daily CARDINAL no. 51, advanced from 4:30pm, replaces a daily (except Sunday) GARDEN STATE no. 181 as the first NY-Washington conventional departure. The Boston-NY SHORELINER, with tne New England Metroliner's running time of 4hrs, 9mins, takes the first slot of the day at 6:35am (except Sunday), pushing the 6:25am PATRIOT no. 161 back to 7:25am and renumbering it no. 169 (161 on Sunday). This allows travelers along the Shore Line to arrive in New York at 10:44am, 26 minutes earlier than before, an important improvement for business people.

The 4:30pm NY-Washington EMBASSY no. 181 (except Saturday) replaces the daily CARDINAL no. 51.

The Springfield line gets an extra early Sunday afternoon departure at 2:55pm (to Washington) but loses a Saturday departure at 5:20pm (now the last of the day Sunday-Friday), the 6:50pm (except Saturday) departure and the 8:35pm Sunday-only departure.

The 3:50pm Boston-Washington MERCHANTS LTD no. 177 is advanced to 2:35pm, reducing a long 2hr, 51min afternoon lgap in Boston-Washington schedules to 1hr, 40min.

The SHORELINER no. 153 leaves at 4:25pm (except Saturday), with the same running time, in place of the 5pm New England Metroliner no. 297 (except Saturday), allowing a 35-min later departure for points south of Philadelphia by connecting with the MOUNT VERNON no. 189 at 9pm from New York. The 5:30pm BEN FRANKLIN no. 193 becomes daily and is the last departure of the day from Boston, making all stops to Philadelphia. The Sunday-only 7:15pm BAY STATE no. 157 from Boston to New York is dropped.

Northbound, the 8am New York-Boston SHORELINER no. 150 (except Sunday) replaces the New England Metroliner on the same schedule.

The 6:50am BEN FRANKLIN no. 190 Philadelphia-Boston now leaves at 7:40am



(7:25am Saturday and Sunday) giving a better spread between the first and second departures of the day from New York to Boston.

The 7:30am CARDINAL no. 50 (except Sunday) from Washington to New York is renamed the CONGRESSIONAL no. 182 (except Sunday). The 10:30am Washington-New York MANHATTAN LTD no. 180 becomes the 10:30am MINUTE MAN no. 174 Washington-Boston, considerably narrowing a 3-hour, 10min gap in the early afternoon New York-Boston departures to 1hr, 55mins. As a result, the 11:30am Washington-Boston COLONIAL no. 94 becomes the 11:30 Washington-NY MANHATTAN LTD no. 180, and the 12:30pm Washington-Boston MINUTE MAN no. 174 becomes the 12:30pm Washington-Boston COLONIAL no. 94.

The 4:58pm New England Metroliner no. 294 (except Saturday) becomes the SHORELINER no. 152 (except Saturday, running on the same schedule). With the SHORELINER operating on the fast New England Metroliner times at regular fares, it will be worth watching how much the patronage increases.

The 8:30pm Washington-NY CONGRESSIONAL no. 188 (Friday & Sunday only), the last departure of the day that reaches New York before midnight (11:57pm), becomes the 8:35pm CARDINAL no. 50 running every day (except Saturday), arriving New York at the same time, but doing it by eliminating stops at BWI, Aberdeen, Newark, North Philadelphia, Princeton Junction, New Brunswick and Metropark.

★★★

RTN reader Doug Bowen passed along the news, mostly gleande from the Newark Star-Ledger, that Amtrak has sold Newark Penn Station for $56 million to Penn Station Newark Associates, made up of three men who appear in Forbes Magazine's list of the 500 richest people in the U.S.

NJ Transit, who will lease and operate the facility, also paid $3 million for the surrounding land, parking lots and air rights. Amtrak saves $3 million a year in operating costs and continues to own the thru tracks and to control the movement of the trains. Newark Station, at present, is undergoing a complete restoration, and when finished the place ought to be a splendid Art Deco intermodal transportation center.

## NOTES FROM AMERICAN HIGH SPEED RAIL

Significant progress has been made on the L.A.-Orange County-San Diego high speed rail project. The San Diego Co. Board of Supervisors on May 8 voted 5-0 to "note and file" the Bullet Train matter, in effect endorsing the ongoing state review process and rebuffing opponents who had lobbied vigorously for the board to oppose the train.

The Board had met in April at the Del Mar Fairgrounds. Tho the formal agenda saw opposing organizational speakers outnumbering proponents by more than 6-1, busloads of citizens from across the country arrived to express their support. The citizen comment portion of the meeting found the two sides evenly divided, and by the end of the evening, those in favor were in the majority.

A substantial list of supportive San Diego community leaders is being built from another mailing. The letter, signed by former Congressman Clair Burgener, initiated the "San Diego Coalition for Transportation Alternatives."

A survey conducted by Decision/Making/Information (DMI), showed that Orange County residents favor the Bullet Train bya margin of 3-1.

Two San Diego state assemblymen, Pete Chacon and Steve Peace, announced their support of the Bullet Train on April 23.

Another news conference in San Diego, held two days later, listed the organizations that have publicly encouraged progress on the project. (Listed were 11 organizations.)

During two recent trips to Japan, Chairman Alan Boyd and President Lawrence Gilson pursued agreements with Japanese banks on the participation in financial backing for the project. We met with Prime Minister Yasuhiro Nakasone, who expressed personal interest in our project.

In March, a major mailing to residents of Downey provided evidence of broad public support.Over 8% expressed support by returning a post card—an unusually high return.

A subsequent Downey City Council public meeting produced a similar response.

# RAIL CANADA

CANADA'S TRANSPORT MINISTER Lloyd Axworthy was aboard VIA Dayliner no. 30 between Ottawa and Montreal on Apr 24 when it became more than evident that the train would be 2 hours late (on a 2-hour schedule) into Montreal because of a mechanical failure. The Minister, rather angry, insisted that the conductor radio ahead to Montreal to have VIA officials on the platform to meet him. According to one witness, "You never saw such a parade of white shirts and red faces as were lined up on the platform at Central Station." They were given a ministerial "consumer complaint" in person and in colour.

VIA AND CN are studying the restoration of the Quebec-La Malbaie train, the FORTILLARD DU SAINT-LAURENT, for the 450th anniversary celebration of the arrival of Jacques Cartier (in 1534). This project was suggested by a group of business persons and the local museum, as well as the Donahue Paper Co. The "last run" of the train was in 1977, after the loss of Palais Station. The new service would handle 375 passengers in six cars.

THE OVERNIGHT "CAVALIER", trains 48-49 Ottawa-Toronto, has been extended into Aug 1984, apparently to allow a hearing to take place, following objections by Transport 2000 and the city of Ottawa to discontinuance, to the CTC.

NEW VIA TIMETABLES, not yet released, will be dated June 3, the date put off apparently because VIA did not have time to conform to the requirements for certain notices of changes.

CHANGE OF ADDRESS: The new address of Transport 2000 Ontario is: PO Box 6418, Sta. A, Toronto, Ont., M5W 1X3.

CANADIAN TRANPSORT COMMISSION is inviting public response to its inquiry into the on-time performance of VIA Rail. The inquiry will focus on all VIA services during both peak and regular seasons, and was prompted by public complaints and monitoring of performance during the past Christmas/New Year's period. Written submissions should be sent before June 15 to Ingrid Cheshire, Secretary, VIA Rail Investigation, Room 1524, Canadian Tranpsort Commission, Ottawa, Ont., K1A ON9.

AN OTTAWA-MONTREAL VIA train on Apr 22 collided with an automobile at a grade crossing in Cumberland Township, near Ottawa. The car was demolished, and the driver, John Picard, lived, with minor injuries. He reportedly did not hear or see the train at a grade crossing at which the only protection on the high-speed CN line is a sign. The local fire chief, called to the scene, said "it was a miracle" that Picard survived.

CTC PRELIMINARY REPORT on U.S. rail deregulation dealing with the effects on Canada's railways suggests no change to Canadian transportation laws.

★★★

**SOME APRIL OBSERVATIONS IN CANADA: Amtrak is opening an office in room 205 in the Central Station in Montreal. It will not handle ticketing, etc., but does have a computer terminal.**

**CTCUM is in the process of repairing several commuter stations on the CP Lakeshore Line. These improvements include better lighting, new platforms, more shelters, and more parking. They are especially noticeable at Valois and Beaconsfield.**

**Some of the "Park" series cars on VIA have tray tables in the domes, and at least one, the "Evangeline Park", has plexiglass protecting the murals from vandalism.**

**The Royal Hudson cars used on the BCR steam outings up Howe Sound have been repainted, as have some of the SEPTA RDC cars.**

**VIA is marketingrailroad hats, winter caps, cards with their logo, and several other items on their trains. Indian dolls seem to be next on the gift list.**

**The ex-CP stainless steel diners are now being used more frequently on the CANADIAN, as more and more of these cars can be seen all over VIA's routes. The Wescana was used on train 1 to Winnipeg on Apr 12.**

**The Vancouver NRHS is restoring CN cars 7169 ( a coach/combine) and coach 5024 for the Penticton trip. Meanwhile, the West Coast Rail Association is restoring some CP coaches.**

**Alberta and B.C. are trying to get the "new" Winnipeg-Edmonton train continued on to Vancouver via the CN route. It might happen for 1985-86 for the World's Fair, but not too much before that.**

**The OCEAN might have a "Park" series dome as a crew/first class lounge car for the summer months. There are just enough "Skyline" cars to cover the PANORAMA, CANADIAN and OCEAN —probably 15 of each operable at this time.**



**The CANADIAN from Toronto to Montreal consists of one thru sleeper ("Manor" series), a dinette/lounge/lunch counter car (750 series), a baggage car, and snack coach unmanned. The Ottawa section has a club car ("Club Richelieu", for example), an operated snack coach (3200-series), and a coach—no baggage car. This train splits at Brockville. Several dates are already sold out on the CANADIAN for August—especially the sleepers. Book now for sleeping accommodations.; it looks like a banner year for tourism and VIA.**

**Look for changes in VIA's new timetable, especially on the route of the PANORAMA/SKEENA. Call Amtrak and ask for the VIA Rail Canada Desk for additional changes.**

**The train for Chicoutimi is safe for the summer,and one can make reservations on it, despite rumors about "restructuring" it.**

**The Vancouver CN/VIA station now has a large display board showing the location of each car in the CANADIAN consist. It is quite helpful and many people do consult it. Now, if they would just allow the first class passengers to preboard the train as they do in Montreal—up to an hour ahead of time.**

**Some GO cars seem to have snack bars installed on the lower levels—car 2151 was so equipped.**

**There was another wreck of an RDC on the Edmonton-Calgary line in mid-April.**

**The chocolate cake offered by VIA on its full-service trains is extremely popular. Some dining car crews will cook your eggs to order if you ask.**

**—Tom Higgins.**

# URBAN-SUBURBAN TRANSIT

MIAMI'S METRORAIL SYSTEM opened Sunday, May 20 with free rides for everyone. Over 100,000 riders were counted on that dedication day. The next day the system was ready for its first revenue riders—it expects 200,000 of them when the system is complete. For now, the south line, 11 miles long, with 10 stations, is operating. The first train left the Dadeland South station and headed for downtown, passing the University of Miami and crossing the Miami River on a 75-foot high bridge. Forty of the Budd-built cars are available, with 96 more on order. The 10-mile north line is under construction, with opening planned for December. Full fare to ride the present system is one dollar.

NJ TRANSIT TIMETABLES were reissued Apr 29 (effective thru May 25), and they offer more late evening trains New York to Bay Head. There are three mu trains NYP to Matawan, with diesel train connection beyond. One of three trains Bay Head to Matawan runs as a revenue trains (with mu connection to NYP) while the other two run deadhead Bay Head to Matawan.

SEATTLE METRO TRANSIT system wants to raise fares 10% in the coming year. Officials believe the monthly passes are excessively underpriced, and would raise them by as much as 23%. Debate continues on the city's plan for a 1.2-mile bus tunnel thru downtown, which would cost several hundred million dollars.

VANCOUVER B.C. TRANSIT strife continues, where drivers have worked more than a year without a contract. Drivers wear masquerade costumes and encourage passengers to underpay fares, as means of protest.

THE PORTLAND, OREGON Tri-Met system's finances have reportedly improved with abandonment of the honor fare system. Daily fare collections improved 5.5% when the "self-service" system was dropped.

LOS ANGELES METRO Rail officials had both negative and positive news in mid-May. A House subcommittee voted the system only $117.2 million on May 15, compared to the original request for $336 million, which Metro officials had already pared down to $234 million. Officials conceded that the 8.8-mile initial line would have to be reduced to a 4-mile segment. But on May 18 UMTA gave the system a ranking of second place in its list of projects for which funding is sought. Ranking is said to be done by a non-political, arithmetic process. (San Diego Trolley's funding application was turned down as not meeting federal criteria.)

BART PASSENGERS AND officials both were outraged by an incident the evening of May 8. Following a delay on the system, passengers waiting in San Francisco saw four chartered 10-car trains of physicians whisk past them, running non-stop to a musical program in Oakland. The doctors were attending a convention in S.F.

STATE OF ALASKA on May 19 approved the state's purchase of the Alaska Railroad from the Federal Government for a price of $22.3 million. The state must operate the line for 10 years, or ownership will revert to the Government.

# On The Malahat Dayliner

BY ROCKY SHAY

Here it is—9:00 in the morning of March 27. Wife Jamie and I are off to Victoria, B.C. We'll reach there tonight, then tomorrow ride the E&N Dayliner—139 miles up the Esquimalt and Nanaimo Railway to Courtenay and back.

This piece of railroad has been part of Canadian Pacific for years. The passenger service, one roundtrip a day using RDC equipment, belongs to VIA. Both CP and VIA have tried to cut it. Both attempts were firmly rejected, largely due to anti-CP sentiment on Vancouver Island. At the moment, the service is supposed to be safe for another four years or so. But why procrastinate? Off to Victoria.

The shortest way to Victoria from Seattle requires two ferry boat rides. We manage to miss the Seattle-Winslow ferry, so we head from downtown Seattle to the northern suburb of Edmonds, where the superferry "Yakima" picks us up for the 30-minute ride to Kingston. There are four superferries in the fleet. Each carries 160 cars.

It's just a short hop from there past affluent suburbs to the Hood Canal Floating Bridge, back in business after sinking in a 1979 storm. The good-sized tolls remind one that rebuilt floating bridges are expensive and must be paid for. But it is fun to see the old Lefall-South Point ferry route back in service after being abandoned for almost 20 years.

Across the bridge and on to Port Angeles we go. We drop the car at a friend's house in a quiet, crime-free neighborhood and grab a cab to the Black Ball Ferry terminal to board the "Coho", a one-of-a-kind ship built specifically for this service, crossing the Strait of Juan de Fuca between Port Angeles and Victoria. The weather is a little rough, but it's cozy on the covered deck, and with the light crowd on this Wednesday afternoon, Jamie and I have the deck all to ourselves for most of the 2½-hr crossing.

Victoria is a beautiful city to approach in late afternoon. You make a hard right turn and wind up in the inner harbor. You deck next to the famous liner "Princess Marguerite", which at this time is berthed for the winter. The "Coho" looks to be about the same size, tho more utilitarian. After all, the "Princess Marguerite" doesn't unload huge semi's! The "Coho" does!

The customs inspection is quick, then the short walk to the absolutely fabulous and very old Empress Hotel. We're doing this trip on half-price coupons, but the room is nice and the view of the water will do. After a fun evening we retire for the night.

We grab a cab the next morning and zip

(Above:) The Dayliner pauses at Nanaimo. (Page 9:) Boarding the train at Victoria. Photos by the author.

across to the Esquimalt and Nanaimo terminal. Here the Dayliner awaits. RDC 6134 is running as today's Dayliner. It's a beautifully refurbished car seating 88, humming quietly and about two-thirds full *already!*

Seems we have a school group going to Courtenay today and staying over. They take up much of the non-smoking section of the car. (The no-smoking sign in French reads "Defense de Fumer." This conjures up visions of non-smokers defending themselves against fumes.)

A food vendor is parked outside the station selling coffee and assorted pastries and things. Wow! We're just minutes away from finding out what Amtrak finds so terrible about RDCs!

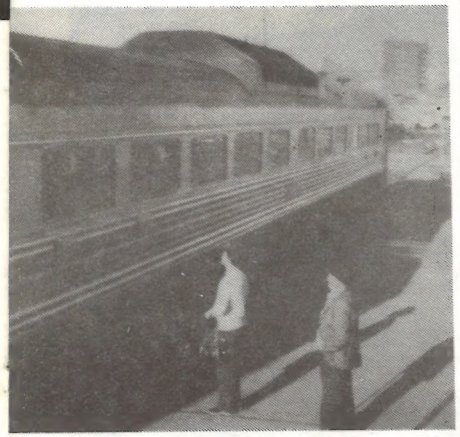
Departure time of 8:15 comes, and after the traditional two horn blasts we get underway. We cross the street, head thru Victoria West and the Esquimalt dry dock, and gather speed.

On we go past assorted businesses and homes, slowing for some of the major crossings. Fourteen miles out, we cross Niagara Canyon. The bridge here is 260 feet high and 520 feet long, and was built in 1886. It was moved to this site from another location. By the way, I'm learning all this from the British Columbia Railway Historical Association, whose guides hang above each seat, free for the taking. We note that the RDC sounds something like a bus, but feels more like a train.

We head forward for a look out the front of the car. The track we're on looks like good U.S. branch line, overgrown in spots. But here we are rocketing along at 45 to 50mph. Conductor Bob Smith tells us the track is overgrown because pesticides are taboo on Vancouver Island. The railroad does what it can without them.

Now just over 15 miles into the trip, we go thru the only tunnel on the E&N, 145 feet long thru what appears to be solid granite. We reach Malahat summit at mile 20 after watching some beautiful scenery, the best of which is on the right side.

Shawnigan Lake is next at milepost 23 and we drop close to the lake shore. Shortly we pass Cowichan, then Duncan after crossing the Cowichan River, which is famous for trout and steelhead fishing. Duncan is good-sized. There was once a round-



house here. There are many ducks and Canada geese. There was, until 1926, triweekly passenger train service from Hayward Junction to Lake Cowichan, not far east of Duncan.

Now into the Westhome Valley we go. We have Chemainus, the Island Highway, and Ladysmith. Then we cross the Nanaimo River Bridge and enter Nanaimo at 10:25, narrowly missing a camper in the process.

At the classy old station, another food truck is waiting and does a very brisk business. There have been rumors that one of the cars assigned to this run is having a snack bar installed. But Conductor Smith says that's just talk. The Canadian Transport Commission *does* want something done about food service on the Dayliner. We shall see. For now, Nanaimo is quite a leg-stretching stop.

At 10:50 we're off with no noticeable change in passenger count. We pass Wellington, Parksville, Qualicum Beach, Dunsmuir, and Union Bay. The terrain is smoother now. Among the attractions, Mt. Parksville; 5,962-foot high Mt. Arrowsmith; French Creek Trestle, the longest bridge on the line at 1,045 feet, rebuilt in 1977 at a cost of $1 million. By the way, you crawl across most bridges on the E&N. After a couple more of them, we make the end of the line—Courtenay.

Courtenay is a pleasant little town with the beautiful Forbidden Plateau rising on our left, and the town a few blocks away on the right. But the stop is only for half an hour. Apparently this is a guaranteed time period—we arrived about five minutes late and left about five minutes late after Conductor Smith and Engineer Herb Evans turned the seats and relocated the control levers to the stand at the other end of the cab.

Just after we get underway, I'm allowed a visit in the cab. Engineer Evans reveals that this route got RDCs early, about 1954. He says occasionally we make it roundtrip with both engines still functioning. The RDC has a four-position thruttle, no dynamic brakes. The air brakes are very effective. The car has hot water heat, "just like in your car," says Engineer Evans, who by the way has worked this railroad for about 40 years. He says about 45,000 people ride the Dayliner every year. They generally use one RDC on weekdays, two on weekends and holidays, and two during much of the tourist season.

A motorist zips across in front of us at one crossing. Occasionally they do hit, but the RDC provides surprisingly good protection for the engineer. The view, of course, is beautiful, the passenger count about 20 or so.

My wife is getting a little bored. I owe her one. We return to our seat and Conductor Smith produces the guest book—useful at CTC hearings to come. Entries run back to last October, including one from a staff

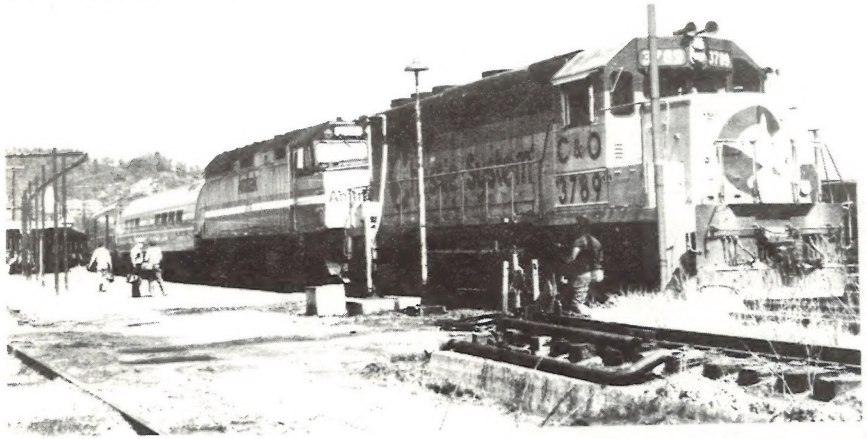
member at Radio Station KDKA in Pittsburgh. He loved the trip. I much much the same notation, and note *my* radio home, KING Radio in Seattle. Two radio stations in the E&N Dayliner guestbook—not bad for one Dayliner!

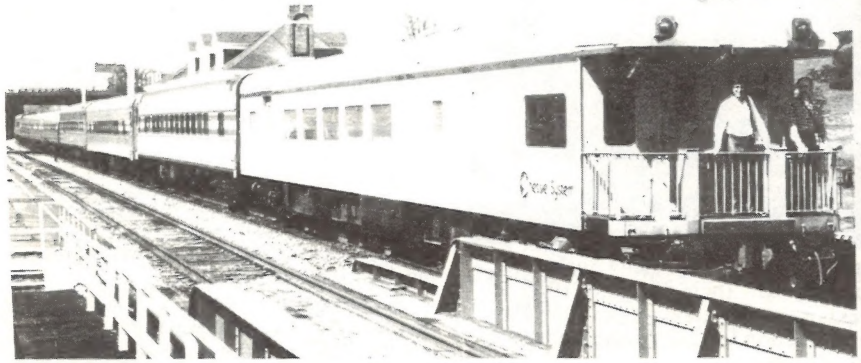
Soon—2:50pm to be exact—we're back at Nanaimo, but this time there is no food truck. The rest of the trip is uneventful, and we head into the E&N station at 5:15. Amtrak planners please note: we're still alive after a ride on that nasty old RDC!

We spend the rest of our trip checking out Victoria—having dinner with fellow newscaster Allan Perry from CFAX Radio in Victoria (who was well aware of what was happening with the Dayliner, by the way) and head home the next day the way we came, this time getting the Washington State Superferry "Kaleetan" on the Edmonds-Kingston run.

I go home thinking of how many U.S. routes could have rail passenger service at minimal cost if only Amtrak would get into the use of RDCs.

# News In Pictures



Photos of the first run of the CARDINAL on its new schedule, on April 29.

The top photo shows the train at its stop at Clifton Forge, Virginia. The Chessie GP40 locomotive was placed on the head end of the train at Charlottesville to assist the 11-car train, made up of mixed Heritage Fleet and Amfleet cars, over the westbound C&O grades. On its new schedule, the train now runs in daylight hours on the eastern portion of its route.

The lower photo was taken as the train prepared to depart Alexandria, Virginia on the same date. Bringing up the rear is Chessie System business car "West Virginia", a former U.S. Army Hospital Car. The private car picked up

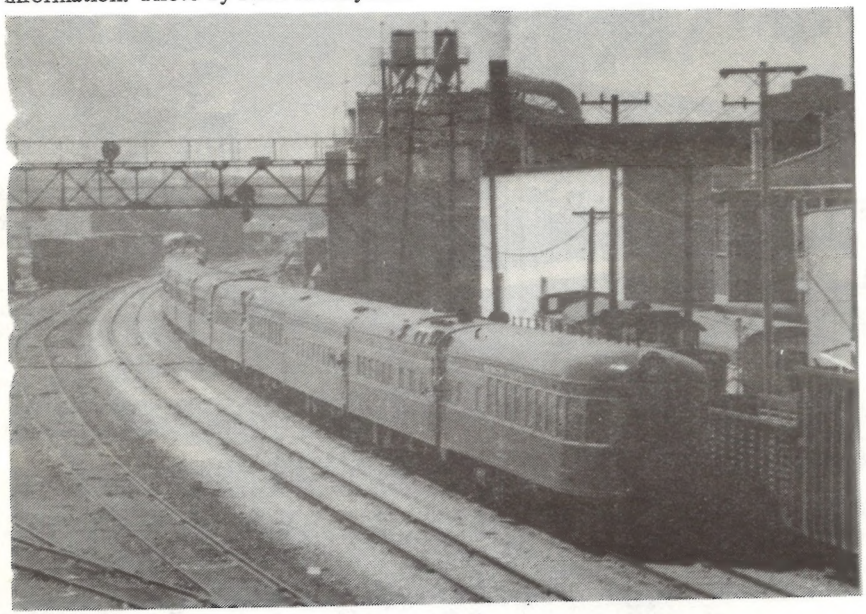


Chessie officials at Huntington and carried them to Chicago. Both photos by Alex Mayes.

The photo below shows what happened during the first combining of the SILVER METEOR at Auburndale, Florida on April 29. The photo is indeed that of three different Amtrak trains. The Miami section of the previous day, train 97, arrived at the crossing only moments after train 88 from Tampa had occupied the crossing and begun the combining operation with train 98. The first combining operation went somewhat slowly, and no. 97 was stuck there for nearly half an hour, after being on time. This could happen only on the first day of the new schedule, with train 97 still running separate section via Ocala.

Photo by Robert T. Clark.

With the coming of the California Metroliners, Los Angeles Union Passenger Terminal also received brand new video display monitors for departing and arriving train information. Photo by Noel T. Braymer.



The 4449 steam excursion train traveling from Portland OR to the World's Fair at New Orleans looked like this on May 8 as it neared the Oakland CA station, moving thru Emeryville CA. The all DAYLIGHT-colored trainset was finished off neatly with a sleek round-end observation car. RTN photo.

**MOVING? Be sure to send RTN your change of address information as soon as possible. Don't rely on the Postal Service to forward your mail!**



## RESOLVING THE TEXAS PASSENGER TRAIN PROBLEM

### by Buddy Rattray

We need a genuine solution to the Texas problem. Allow me to present the following equitable solution. It is not the only possible solution. It may not be the best solution, but I believe it to be realistic, workable and even palatable to Amtrak.

- Re-route the SUNSET to a Los Angeles-Houston route thru Fort Worth and down the Santa Fe thru Temple. The EAGLE now uses this trackage as far south as Temple before joining the MoPac to San Antonio.
- Extend the CRESCENT to San Antonio, as was suggested by Mr. Singleton, and switch thru cars in Houston off the SUNSET, to be carried to New Orleans (Superliner coach and sleeper).
- Split the EAGLE in Longview into three sections: a Fort Worth section, a San Antonio section, and a Houston section. The Fort Worth section would carry thru cars from the SUNSET to Chicago—perhaps a Superliner coach, sleeper and lounge.

Consider the following proposed schedules:

The Sunset Limited - Los Angeles-El Paso-Fort Worth-Houston-(N.O.)

| | | | | | | |
|---|---|---|---|---|---|---|
| | +11:00P | Lv. | Los Angeles | Ar. | 10:30P | |
| | 7:10A | " | Phoenix | Lv. | 1:30P | |
| | 9:50A | " | Tuscon | " | 11:00A | |
| | 6:30P | " | El Paso | " | 6:00A | |
| | *8:00A | Ar. | Fort Worth | " | 4:00P | |
| | 9:00A | Lv. | Fort Worth | Ar. | 3:00P* | |
| | **12:00N | " | Temple | Lv. | 12:00N** | |
| | 4:30P | Ar. | Houston | Lv. | 8:00A | |
| Crescent | 6:45A | Ar. | New Orleans | Lv. | 10:00P | (Thru coach/sleeper to N.O.) |

*Optional dedicated bus service to Dallas Union Station:

| | | | | | | |
|---|---|---|---|---|---|---|
| | 8:05A | Lv. | Dallas | Ar. | 3:55P | |
| | 8:45A | Ar. | Fort Worth | Lv. | 3:15P | |
| (Sunset to Houston) | 9:00A | Lv. | Fort Worth | Ar. | 3:00P | (Sunset from Houston) |

**Dedicated bus operates Temple to Taylor for thru passengers from/ to San Antonio to make direct connection between Sunset and Eagle.

| | | | | | |
|---|---|---|---|---|---|
| 12:00N | Ar. | Temple | Lv. | 12:00N | "Sunset" to/from Houston |
| 12:30P | Lv. | Temple | Ar. | 11:45A | |
| 1:00P | Ar. | Taylor | Lv. | 11:15A | |
| 3:30P | Lv. | Taylor | Ar. | 11:00A | |
| 6:30P | Ar. | San Antonio | Lv. | 8:00A | "Eagle" to/from San Antonio |

Note: The same bus or van can be used for both connections.

The Eagle - Chicago-Dallas-Fort Worth-Houston-San Antonio-(L.A.)

| | | | | | |
|---|---|---|---|---|---|
| 5:30P | Lv. | Chicago | Ar. | 10:15A | |
| *10:15A | Ar. | Longview | Lv. | 4:45P* | |
| 10:45A | Lv. | Longview | Ar. | 4:00P | |
| 1:30P | " | Dallas | Lv. | 1:30P | |
| 3:00P | Ar. | Fort Worth | Lv. | 12:00N | |
| 4:00P | Lv. | Fort Worth | Ar. | 9:00A | Thru cars Chicago-L.A. |
| 10:30P | Ar. | Los Angeles | Lv. | 11:00P | |
| 4:30P | Ar. | Houston | Lv. | 10:00A | Houston section of Eagle |
| 6:30P | Ar. | San Antonio | Lv. | 8:00A | San Antonio section of Eagle |

The EAGLE is split into three sections at Longview (similar to the CZ operation in Salt Lake City). Fort Worth section carries thru Superliner coach/sleeper/lounge to Los Angeles. San Antonio section carries thru Superliner coach/sleeper/diner to San Antonio. Houston section carries thru Superliner coach/lounge and either Heritage Fleet or Superliner sleeper. The combined EAGLE north of Longview would consist

of: 3 coaches, 3 sleepers, 1 diner, 2 lounges. San Antonio/Houston sections may operate as one train as far south as Palestine. Houston section would then have a full diner thru the lunch hour. Another possibility would be to take off one sleeper in St. Louis (due to early arrival time there) on the northbound run and hook it onto the RIVER CITIES for a one-day roundtrip to Kansas City, arriving back in St. Louis in time for the evening departure of the southbound EAGLE. This would give Houston/SA/Dallas and El Paso direct service to Kansas City and make St. Louis arrivals from the south more bearable. Occupancy in sleeper in St. Louis could last until just before RIVER CITIES departure for Kansas City.

The Crescent - New York-New Orleans-Houston-(L.A.)-San Antonio

| | | | | |
|---|---|---|---|---|
| 4:30P | Lv. | San Antonio | Ar. | 11:45A*** |
| 9:10P | Ar. | Houston | Lv. | 7:00A |
| 10:00P | Lv. | Houston | Ar. | 6:30A |
| +6:45A | Ar. | New Orleans | Lv. | 9:30P* |
| **7:30A | Lv. | New Orleans | Ar. | 6:20P** |
| 12:51P | Ar. | New York | Lv. | 2:30P |

*This extra-long layover not only provides a marketable arrival time in Houston, but also allows plenty of time in New Orleans for a thoro servicing/washing/stocking and cleaning of the train after the long trip from New York.

**Superliner coach/sleeper and transition car added and removed at New Orleans for thru service from New Orleans to Los Angeles.

***Due to a quick turnaorund of equipment in San Antonio, only one additional set of equipment is needed for New Orleans-San Antonio extension; such as: Heritage coach NY-SA; Heritage diner NY-SA; Heritage sleeper NY-SA; Heritage lounge NY-SA; transition coach New Orleans-Houston or SA; Superliner coach New Orleans-Houston-(L.A.); Superliner sleeper New Orleans-Houston-(L.A.).

SUMMARY

All major cities on new SUNSET route served at marketable times. All major Texas cities have thru service to the north, east and west. No layover overnight in New Orleans. Even tho passengers will be on the train longer from New Orleans to L.A., they will arrive 8-9 hours earlier in their destination city. Much improved service to TExas with minimal additional route-miles, from a Texan's viewpoint. New Mileage includes only: Longview-Taylor (MP)—San Antonio section of EAGLE—225 miles. Palestine-Houston (MP)—Houston section of EAGLE—150 miles. Tample-Houston (Santa Fe)—SUNSET LIMITED—185 miles. El Paso-Fort Worth is almost even tradeoff with El Paso-San Antonio.

Question marks: (1) The condition of the track between Palestine and Houston. (2) The willingness to the MP to encourage and accommodate these changes without excessive demands of capital. (3) Equipment availability may hinder the implementation of daily operation on every route. The three EAGLE sets of equipment must remain in their destination city overnight, thus requiring extra sets of equipment.

## QUOTES OF THE WEEK***

"When Amtrak adjusted its schedules for the switch to Daylight Savings Time on April 29, it didn't cut the number of trains between Chicago and Milwaukee.

"Instead, it cut the service. For the first time since 1863, a traveler no longer can take a train from Chicago to Milwaukee and return the same day."

—F. K. Plous Jr. in Crain's Chicago Business, May 14.

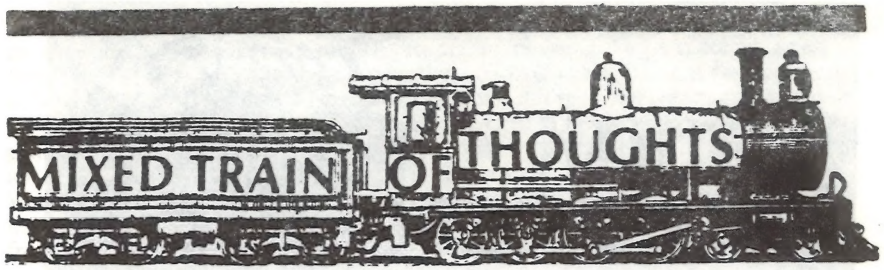
## SLIP OF THE MONTH CLUB***

"After nineteen months of reconstruction work, the first cable car moved under its own power down California Street."

—Statement heard on KGO radio (San Francisco) April 19.

(The old diesel engine ticked right over.)






SUMMER OF 1984 promises to be a heavy travel time for Americans. Amtrak said that the rate that summer bookings are coming in points to an intense peak year for travel. In addition to heavy train reservations, the news was out that gasoline will be cheaper and more abundant this summer.....

THE CALIFORNIA METROLINER has been averaging a little below 100 passengers total per day. The highest count thus far on the northbound train was 81 riders on May 11, and on the southbound, 86 on May 13.....

THE SAN JOAQUIN has been doing tremendous business recently. Check the April ridership figures on page 22 of this issue. Caltrans reportedly was betting that the train would better the 25,000 figure in April, and it did—which is good news for those concerned with the train's longevity and the addition of another run.....

★★★

THE CALIFORNIA ZEPHYR was blocked by a mudslide in both directions on May 17, just west of Soldier Summit. That day the two trains were turned at Helper and Salt Lake City and passengers bused between them. Starting the next day, and continuing thru the day of this writing (May 22), the trains operated via Wyoming on the UP, with bus service between Salt Lake City and Ogden. The track was expected to open on May 23.....

AMTRAK WILL CONVERT its six remaining Hi-level diners to HEP, turning them into diner-lounges that might be used on the PIONEER and DESERT WIND. Only two other unconverted Hi-levels are believed to exist—coaches 9900 and 9901. These won't be converted because they were prototype cars that employ different mechanics from the other Hi-levels, making them too difficult to work on, Amtrak said. Funds for these conversions, in Fiscal Year 85, will be requested of Amtrak's Board at its May 23 meeting. Somewhat over $11 million is planned for this, including conversion of six Southern Railway coach-lounges.....

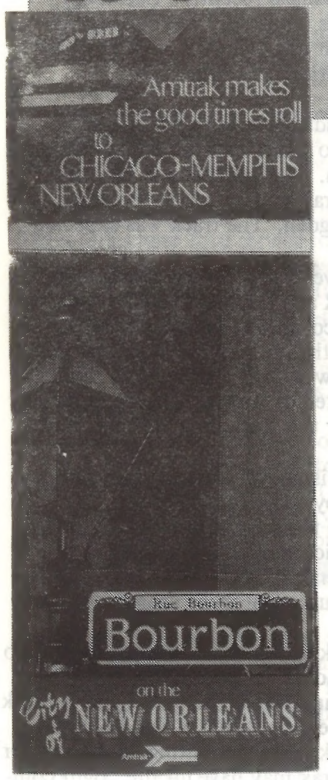
GRAHAM CLAYTOR'S STATEMENT quoted last issue (on page 18) that Amtrak would never build another Superliner was questioned by some of our readers. Does Amtrak not like the Superliners? We have been unable to ascertain precisely what Mr. Claytor meant, but we believe it wasn't meant as a criticism of the cars, but rather a statement of the difficulty of reviving a Superliner assembly line, and perhaps also of the fact that Amtrak won't build new cars again without a prototype program first.....

★★★

THE AUTO TRAIN is doing good business. Amtrak said it has been carrying 300 to 400 passengers on each northbound trip for the past month or more. This is the time of year when northbound traffic is heaviest. Southbound traffic has been light, Amtrak said, but heavier than it was earlier, running 100-150 per trip, when it was 40-50 per trip a while back. AUTO TRAIN watcher Robert Clark reports counting 35-40 cars per train ever since late March, and he concludes that Amtrak may have hit the "right combination" with its reduced fares.....

WILMINGTON, DELAWARE STATION has its official rededication on Jun 8, altho the station is now open to business. Expected at the ceremony are the Governor, two Senators, Congressmen, and one steam locomotive, identification unknown.....

AMTRAK'S LANCASTER TRAINING school (for maintenance of way engineering) will be renamed for recently-deceased Amtrak employee Bernard E. Britcher.....




NEW ORLEANS ACTIVITY: Amtrak advertises the CITY OF NEW ORLEANS along its route. The ad above, appearing in New Orleans papers in early May, does, however, not mention the RIVER CITIES, the new service which connects New Orleans directly with St. Louis and Kansas City. Shown at the left is a recent brochure for the CITY, dated Mar 15. It indicates in a footnote that "Through service from Kansas City and St. Louis begins April 29, 1984." Amtrak's Great American Rail Roadshow was in New Orelans May 5 & 6. This culminated two weekends of Amtrak activities in that city, and preceded by one week the opening of the World's Fair. On Apr 28 & 29, Amtrak had the inaugural run and beginning of service on their new train, the GULF COAST LIMITED (see last issue). While all these events were taking place, New Orleans Union Passenger Terminal (NOUPT) was having a $450,000 facelist. About 9000 people were on hand for Amtrak's big show with a great variety of equipment on exhibit, including diners, sleepers, coaches, technical cars, and locomotives. Also on NOUPT's tracks were Lehigh Valley 353 private car, and freight equipment and engines from ICG, SP, SBD, KCS, UP and NS railroads. Continuous live music entertained the crowds passing by track 5. Four excursions ran each day 16 miles to Avondale LA, crossing the Huey P. Long Bridge over the Mississippi River, giving passengers a spectacular view of the river and skyline of New Orleans. The excursions were sold out each day, carrying over 500 passengers on each trip. The excursion train consist was (on May 5) engine 217; cars 31034, 34019, 31013, 34079, 34039, 34009, 31027, and engine 293 (note one engine on each end). On May 6, engine 311 replaced 217..... (Notes by Adron Hall.)



THE AMTRAK BOARD'S May meeting was scheduled for May 23, and on its agenda were commitment approval requests for the following: (1) lease space for a new New York location for its revenue accounting office; (2) consolidate A and K towers at Washington Terminal Co.; (3) funds for rerailing and road emergency equipment for the NE Corridor; (4) purchase of trucks and vans; (5) FY 85 HEP conversion program (see page 17). The Board was also being asked to ratify purchase of Chicago Union Station and sale of Newark NJ station, and to approve lease of right of way to Western Union for a fiber optics system, from Manhattan to Long Island City thru the East River Tunnel, and to Comsat General Corp. for fiber optics cable installation from Manhattan to a New Jersey site, under the Hudson River.....

★★★

GULF COAST LIMITED is reportedly doing well. One Amtrak man reported seeing 196 passengers detrain at New Orleans on May 5.....

AMTRAK TRACK INSPECTION of a route between Grand Forks ND and Winnipeg Manitoba was reportedly performed in mid-May.....

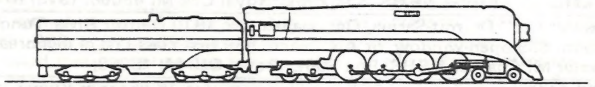
AMTRAK FARE INCREASE comes June 1, with an average of 4% up. Some routes are exempt, such as the Seattle-Portland route (the only Western route exempt) and the new GULF COAST LTD route. Reservations made before June 1 were being honored at the old fares. There is no further change in previously-announced All Aboard America fares, however.....

SAN JOAQUIN SPECIAL roundtrip fares have been extended for purchase thru June 30, and honored thru July 6, except on July 4.....

SLUMBERCOACHES ARE RUNNING on the CITY OF NEW ORLEANS and the CAPITOL LIMITED.....

AUBURNDALE, FLORIDA RAIL crossing affirmed its title as "malfunction junction" on May 9, reports Robert Clark. The SILVER METEOR no. 88-98 took 50 minutes to get combined with all couplings and HEP connections correctly organized. Meanwhile, the SILVER STAR no. 81, running 4½ hours late, waited in a siding stuck behind a local freight. Just as it appeared to get clear for no. 81, a long freight came on the markers of no. 88, catching yellow signals and delaying no. 81 another half-hour. By the time the local freight got out of the way, no. 81 was 5 hours late. The timetable allows 20mins for connecting 88 and 98. With baggage cars on both sections, there are three recouplings required to join (see also photo on page 13).....

## THE LOUISIANA WORLD'S FAIR DAYLIGHT Station



THE 4449 CANCELLATION pictured above will be available for stamp collectors and railfans at post offices in certain cities along the route of the "World's Fair Daylight" when the train is present in those cities. Dates and cities coming in June are: June 1, Lafayette LA, June 2-9 New Orleans, June 10 San Antonio, 11 Alpine TX, 17 Los Angeles, 19 San Luis Obispo, 22 Sacramento, 23-24 Klamath Falls, 24 Portland..

THE NORTH CAROLINA General Assembly will be voting to fund, 403-b style, a split from the PALMETTO at Richmond that will run to Charlotte via Raleigh and Greensboro.....

FIVE AMTRAK CARS arrived in May at Vandenberg Air Force Base in California, sold to the military for $1 each. They will be converted into a restaurant for workers at the base. One car will become a kitchen, 2 as diners, one for serving, and one for dry storage. Car identifications are unavailable.....

THE RIVER CITIES is not always a thru train, according to reports. A spare dome and sleeper are maintained at Centralia to protect a late inbound arrival. Inbound to Centralia, the MP is usually late, and Southern Rwy pulls out on time; same thing westbound if the CITY OF NEW ORLEANS is late arriving Centralia—SR waits for the ICG, but MP won't wait for the SR.....

News in this issue is updated thru May 22, 1984.

## REAR COVER PHOTO CAPTION

The Old Spaghetti Factory REstaurant has opened at the Fullerton CA Transportation Center. The restaurant occupies the building that was formerly the Union Pacific depot. The restaurant is shown here in this photo by Noel T. Braymer. The restaurant reportedly includes an antique streetcar. Another part of the transportation center is the Amtrak Santa Fe station.

# CARS & CONSISTS

*CRESCENT, train 19, Greensboro NC May 12: engines 256, 257; cars 1248, 1621, 2989, 2431, 4018, 4711, 4640, 4017, 8511, 3112, 4726, 4701, 4715, 4624, 2052, 2917, Melco Lab cars "Ft. Monmouth" and "Ft. Benning" (obs).

*CITY OF NEW ORLEANS/RIVER CITIES, train 59, New Orleans May 2: engines 255, 258; cars 1269, 25077, 4013, 4637, 28006, dome 9410, 25111, 8503, 2991, 25008, dome 9411, 2894 (last 3 cars from Kansas City).

*COAST STARLIGHT, train 11, San Jose Apr 25: engines 230, 240; cars deadhead 21260, 21195; cars 1139, 1174, 39927, 31007, 31006, 34096, 34046, 33016, 38028, 32063, 32020.

*California Metroliner, train 580, May 6, passing Fullerton CA: engine 222; cars 21902 60-seat, 20236 Amdinette, 21906 60-seat.

*Derby Special, Extra 3496, Greensboro NC May 6: engines SR FP7As 3496, 3497, 3498, 3499; cars SR 2302 "Royal Arch", business cars SR2, SR8, SR9, SR16 "Tennessee", SR18 "Georgia", SR15 "Alabama", NS19 "Buena Vista". (The SR units have been renumbered so as not to conflict with N&W equipment; the "Buena Vista" has been relettered from Southern on Pullman green paint to Norfolk Southern on Tuscan).

# RAIL FANTRIPS

May 26: "The Highlander" from Royal Oak MI to Highland Games in Alma, sponsored by Bluewater Michigan Chap of NRHS. Received too late for earlier inclusion.

Jun 9: "Royal Canadian" Detroit-St. Thomas, Ont. on C&O freight-only trackage. Ride Port Stanley Terminal Rwy, etc. $39. Lv 7:30am from C&O Oak Yard in NW Detroit. Back at 9:30pm. Bluewater MI Chapter NRHS, Box 296L, Royal Oak MI 48068. (313) 676-1619.

Jun 10: "Bluewater Ltd" Detroit-Sarnia, Ont. via historic 1910 Detroit River Tunnel. Times save as above item. $39 open-window, or A/C coach, $59 first class (1st cl incl breakfast & supper). Bluewater MI Chapter NRHS, Box 296L, Royal Oak MI 48068;

Jun 16 & 17: SP 4449steam excursion in 1-day segments. Jun 16 Phoenix-Yuma; Jun 17 Yuma-Indio-Los Angeles. Pacific RR Society, PO Box 70, East Irvine CA 92650. Info: &714) 837-9061, (602) 979-6574.

Jun 27-Jul 1: The Tall Ships at Quebec. Lv from Michigan on the INTERNATIONAL. Also visit Montreal and Toronto. $495 double occupancy. America By Rail, 16168 Center Road, East Lansing MI 48823. 517-339-8854.

Jun 30, Jul 1, Jul 15: Piedmont Limited excursions with 611 steam loco Alexandria-Charlottesville VA. $32, $75 1st class. Jul 14: Valley Ltd, Alexandria & Front Royal VA to Waynesboro VA, FP7 diesels; $35, $85 1st class.Jul 7-8, Grand Circle steam train tour of Virginia, Alexandria-Norfolk-Lynchburg-Monroe-Alexandria. $95 & up. Steam Train, PO Box 456, Laurel MD 20707.Sponsors: NRHS & RR Enthusiasts.

Oct 13, 14, 20, 21: New River Train, Huntington-Hinton WV RT thru Kanawha & New Rivers canyons. Fall foliage. Fares to be announced. C.P. Huntington RR Historical Society, PO Box 271, Huntington WV 25707. 304-522-6140.

Send large SASE when responding to listings. One Rail Fantrips listing is free. Send full info to: RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

## LETTERS (continued from page 3)

Southern Californians who would like to visit Florida's Disney World by train currently have to go a great distance out of their way for an all-rail trip; or they have to go part of the way by bus.

A New Orleans-Jacksonville connection would also provide an extra alternative in traveling by rail from New York to California.

R. E. Brown
Pico Rivera, California



# EXPRESS ADS

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DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long 37¢ stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

GISELLE'S TRAVEL CORP at 1215 4th St. Sacramento CA 95814, Phone: (916) 446-1211 offers rail tickets on AMTRAK–VIA (CANADA)–EURAILPASS along with tours and accommodations in cities to which you are traveling. Let Giselle's help you take your next memorable rail trip.

ONE OF THE WORLD'S last great train rides–the Kyle of Lochaish. England and Scotland by rail. Sightseeing. Historic Hotels. All meals (except London).Contact Herb Rowan,Giselle's Travel, Inc., 5667 Freeport Blvd., Sacramento CA 95822; phone: (916) 421-6616.

STAMFORD CT Aug 10-11 1984. Annual convention and show of the National Association of Timetable Collectors. Friday Aug 10: open to NAOTC members and registered dealers ONLY, Saturday Aug 11 open to the public from 9am to 3pm. Over 60 tables available to NAOTC Members and Railroad paper dealers ONLY. Complete details from Max Brunswick, Chairman, 155 West Rock Avenue, New Haven CT 06515. The location will be the modern Marriott Hotel, next to Amtrak/Metro North rail station in Stamford. Plan to attend America's largest paper-only show. Saturday admission $2 per person. The NAOTC Annual Convention is held in the Northeast only once every three years. Don't wait till 1987 to see this outstanding sale of rail, trolley, bus, air timetables, Employee Timetables, Guides, Postcards and all transportation paper.

COME! Ride the railways of the world with "The International Railway Traveler." IRT is a unique, bimonthly mini-magazine which explores modern rail travel world-wide, from Spain to Siberia, Norway to New Zealand. Regular subscription is $15; $12 special, limited-time offer to RTN readers. Sample copy $3.50. Write IRT, Dept. R, Box 35067, Louisville, KY 40232. (502) 456-1028.

Milwaukee, Missouri Pacific, Northern Pacific, Rock Island, Southern Pacific, UnionPacific and Western Pacific uniform button blazer sets, two large, six small, $4.95 or any four $16.95. Joseph Lajoie, Box 3, Methuen, Mass. 01844.

Wish to meet Florida winter residents interested in passenger trains, light rail, rapid transit. E. Maier, 161 N. Monroe, Rockford MI 49341.

Active organization supporting passenger service to Grand Rapids & Western Michigan. Newsletter, meetings. Write E. Maier, 161 N. Monroe, Rockford MI 49341.

NEGLECT of Amtrak property: In its report of Amtrak's plans to rebuild the French turboliners (No. 289, p. 19), RTN mentioned that the trains "suffered vandalization." It should be noted that the failure of a federal officer to adequately protect and secure public property in his custody constitutes dereliction of duty. Since Amtrak's 1982 balance sheet indicates that over 94% of its capitalization is OWNED by the United States, and Amtrak is an "Executive Agency" of the United States by virtue of its being statutorily designated a "Government corporation," all Amtrak property is in fact United States property. Moreover, Amtrak claimed in a brief filed in Sentner v. Amtrak, 540 F.Supp. 557 (D.N.J. 1982), that it is a "Federal agency" under the Federal Property and Administrative Services Act, 40 U.S.C. 471 et seq., and avails itself, therefore, of the services of the General Services Administration. We would perhaps all be better served if we would show a little indignation about the way the Amtrak officials neglect public property in their custody, instead of glossing over it in a non-caring fashion. Alfred E. Ehm, 170 Carousel Drive, San Antonio, Texas.

"Issues in American Rail Travel," RTN's little book on important problems with America's rail passenger revival, is almost ready for publication. Price will be $4.50, which includes relevant tax & post. Full details given later in RTN. PO Box 9007, Berkeley CA 94709.

RTN ADVERTISING RATES: Express Ads cost just $1 per line of 80 spaces (Capital letters require more than one space, so please allow extra room). No anonymous ads, please. Display ads are only $1.25 per square inch. Send your order to:
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**COMING NEXT ISSUE: Readers Rate the Trains. Our semi-annual reader train rating survey. For the next survey, send in your ratings now of trains ridden after April 28, 1984.**

# AMTRAK RIDERSHIP FIGURES

**APRIL 1984 DATA**

**(First column is number of riders; second is % change from 1983)**

| | | |
|---|---|---|
| **NORTHEAST CORRIDOR** | | |
| METROLINERS | 106,878 | 23.6 |
| NE CORRIDOR CONVENTIONAL | 551,665 | 4.7 |
| NEW HAVEN-SPRINGFIELD | 23,188 | 14.1 |
| NEW YORK-PHILADELPHIA | 206,840 | -0.1 |
| PHILADELPHIA-HARRISBURG | 62,983 | -16.1 |
| TOTAL NE CORRIDOR | 951,554 | 3.9 |
| **SHORT DISTANCE** | | |
| NEW YORK-ALBANY-NIAGARA FALLS | 71,018 | 18.2 |
| CHICAGO-ST. LOUIS | 25,409 | 9.6 |
| CHICAGO-MILWAUKEE | 13,172 | 0.8 |
| CHICAGO-DETROIT-TOLEDO | 31,523 | -9.8 |
| CHICAGO-CARBONDALE | 13,179 | -3.6 |
| CHICAGO-QUINCY | 7,610 | 27.3 |
| LOS ANGELES-SAN DIEGO | 107,786 | 9.0 |
| SEATTLE-PORTLAND | 7,436 | 99.9 |
| WASHINGTON-MARTINSBURG | 13,419 | -12.8 |
| OAKLAND-BAKERSFIELD | 25,765 | 60.6 |
| NEW YORK-MONTREAL | 4,887 | -8.3 |
| CHICAGO-PT. HURON-(TORONTO) | 9,835 | -6.9 |
| MINNEAPOLIS-DULUTH | 2,071 | -6.2 |
| CHICAGO-VALPARAISO | 17,981 | -6.4 |
| CHICAGO-INDIANAPOLIS | 5,636 | 44.8 |
| KANSAS CITY-CENTRALIA-(NOL) | 12,084 | 0.2 |
| PITTSBURGH-PHILADELPHIA-NYC | 9,603 | 74.4 |
| LOS ANGELES-SACRAMENTO | -- | -100.0 |
| MIAMI-TAMPA | 6,214 | 24.3 |
| MOBILE-NEW ORLEANS | 505 | 0.0 |
| TOTAL SHORT DISTANCE | 385,153 | 8.4 |
| **LONG DISTANCE** | | |
| WASHINGTON-MONTREAL | 8,024 | -13.9 |
| NEW YORK-FLORIDA | 63,996 | -11.4 |
| CHICAGO-NEW YORK/WASHINGTON | 22,480 | -3.0 |
| CHICAGO-CIN-WAS-NEW YORK | 9,020 | 12.0 |
| CHICAGO-SEATTLE/PORTLAND | 31,051 | -0.2 |
| CHICAGO-OAKLAND/L.A./SEATTLE | 53,488 | -5.2 |
| CHICAGO-LOS ANGELES | 19,014 | -12.5 |
| CHICAGO-NEW ORLEANS | 16,731 | -6.2 |
| CHICAGO-TEXAS | 9,229 | -5.7 |
| NEW ORLEANS-LOS ANGELES | 7,056 | -15.2 |
| LOS ANGELES-SEATTLE | 45,426 | 27.3 |
| CHICAGO-NEW YORK/BOSTON | 31,333 | -2.7 |
| BOSTON-NEWPORT NEWS | 7,634 | -16.0 |
| NEW YORK-SAVANNAH | 12,214 | -13.2 |
| NEW YORK-NEW ORLEANS | 27,643 | 12.1 |
| AUTO TRAIN (LORTON-SANFORD) | 5,835 | 0.0 |
| TOTAL LONG DISTANCE | 370,176 | -0.9 |
| SPECIAL TRAINS | 4,570 | 67.4 |
| **SYSTEM TOTAL** | 1,711,433 | 3.9 |

Here are Amtrak ridership figures for April. The March figures were published in RTN 290;

With respect to the March figures, we are informed that the reason the NE Corridor figures showed a drop is that the comparison month of March 1983 was artificially inflated by the fact that both NJ Transit and SEPTA were on strike at that time. This accounts for the big drop in NY-Phila and Phila-Harrisburg riders in March 1984.

In April, overall ridership was up by 3.9%. NEC was up 3.9%, short distance up 8.4%, and long distance down .9%.

One new route is added to the data this month: Mobile-New Orleans is now listed with the short distance category.

AUTO TRAIN ridership continues to rise, with 5835 after 4802 in March and 3354 in February.

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